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August 9, 2004

Overnight via UPS (with attachments)

Jo Carole Dawkins
P.O. Box 845
63 Pine Street
Springville, AL 35146
205-467-6034

Re: STB F.D. No. 34435, Ameren Energy Generating Co. - Construction and Operation - Between Coffeen and Walshville, Illinois

Dear Jo Carole:

Enclosed please find the information you have requested in preparation for the Environmental Assessment. We have attempted to answer all questions, but have indicated where applicable the responses that will be supplemented. The following maps and/or diagrams are attached:

Exhibit A - Plan Profile of Route A
Exhibit B - Plan Profile of Route B
Exhibit C - Typical Design Cross Section
Exhibit D - General Map, Routes A and B
Exhibit E - Public and Private Road Crossings
Exhibit F - Map of Residences

Thank you for your attention to these matters, and please let me know if you have follow-up questions based on these materials.

Sincerely yours,

Sandra L. Brown

cc: David Navecky
Glennon Hof

Note to Reader: **Exhibits A, B, D and F referenced in this letter are available for review by appointment only at the Board's offices, 1925 K Street, Suite 500, Washington, DC 20423. Contact Dave Navecky at 202-565-1593 for an appointment.**

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MEMORANDUM

TO: Jo Carole Dawkins, Dawkins Consulting
David Navecky, SEA

FROM: Sandra L. Brown
Rebecca Roback

RE: STB F.D. No. 34435, Ameren Energy Generating Co. - Construction and Operation - Between Coffeen and Walshville, Illinois

DATE: August 9, 2004

This memorandum responds to a variety of questions you have posed regarding the rail construction project in STB Finance Docket No. 34435. For each answer, Coffeen and Western Railroad Company ("CWRC") has provided information as known at this time, and will continually update information where necessary. Please assume all answers apply to both Routes A and B unless indicated otherwise.

Q1. Provide a drawing showing the location (if known) of haul roads, staging areas, and borrow/spoil sites for Routes A and B.
Response: CWRC does not anticipate any borrow pits or spoil sites for either route. The location of haul roads and staging areas for Routes A and B is unknown at this time, but CWRC will update this information when appropriate.

Q2. Provide a profile view, as well as a typical cross section, of Routes A and B.
Response: Please find attached the following drawings: (1) plan profile of Route A, 26 sheets, marked as Exhibit A; (2) plan profile of Route B, 9 sheets, marked as Exhibit B; (3) typical design cross section, marked as Exhibit C.

Q3. Please furnish aerial photos of Routes A and B at the same scale as those furnished for the May 13 site visit, showing the centerlines, station numbers, and grading limits, but not showing property tract boundaries.

Response: Please find attached aerial photos showing the requisite items for both Routes A and B. The aerial has been enhanced along the route corridors with additional aerial photography obtained since the May 13 site visit maps were prepared. See attached photos labeled General Map, Exhibit D, Route A, sheets 1-5; Route B, sheets 1-3.

Q4. What is the mile post number of the UP line and also of the BNSF line where Route A would connect? What is the mile post number of the NS line where Route A would cross?

Response: The UP mile post where Route A would connect to the UP line is UPPR MP 240.90. The BNSF mile post where Route A would connect to BNSF is BNSF MP 74.04. The NS mile post number where Route A would cross NS is NS MP 398.37.

Q5. What is the mile post number of the UP and also of the NS line where Route B would connect?

Response: The mile post number of UP where Route B would connect is UPRR MP 243.03. The mile post of NS where Route B would connect is NS MP 405.71.

Q6. Give a brief description of the various steps involved in constructing Routes A and B and in installing the Route A crossing of the NS line.

Response:

The steps anticipated at this time for construction of Route A include:

Clearing and Preparation of Right of Way - These steps are expected to begin simultaneously:

- Existing Ameren Lead to the Norfolk Southern (NS) rail crossing, continuing on to IL Rte 127.
- East side of Shoal Creek working toward IL Rte 127.
- West Side of Shoal Creek working to the BNSF/UPRR common turnout up to the UPRR.
- Working from the BNSF to the BNSF/UPRR common turnout.

Roadbed Construction, including Subballast and Seeding - These steps are expected to begin simultaneously:

- Existing Ameren Lead track to the NS, including "shot rock" placement in Coffeen Lake then moving to the West End and working from Lake Fork Creek to the BNSF.
- East side of Shoal Creek working toward Bearcat Creek, IL Rte 127 on to the NS.
- West Side of Shoal Creek working toward the BNSF/UPRR common turnout up to the UPRR.

Structures/Bridges Construction - It is anticipated the following sites will be worked on simultaneously: Coffeen Lake, Shoal Creek, Lake Fork Creek, Bearcat Creek, and Laughlin's drive.

Track Placement - It is anticipated that these steps will be worked on simultaneously:

- Construct UPRR mainline turnout, construct BNSF mainline turnout, construct and place BNSF/UPRR common turnout, construct and place turnout in existing Ameren Lead track then construct and place rail crossing in NS line.
- Construct track from NS track to the existing Ameren lead track, working east then move to the common BNSF/UPRR turnout and work to the UPRR mainline.

- Work from the NS track to Bearcat Creek then move to the common BNSF/UPRR turnout and work to the BNSF mainline.
- Work from Bearcat Creek to the common BNSF/UPRR turnout.

Signaling and Grade Crossings

The steps anticipated at this time for construction of Route B include:

Clearing and Preparation of Right of Way - These steps are expected to begin simultaneously:

- Working from Grove Branch Creek to the UPRR mainline.
- Working from the NS near Sorento toward Grove Branch Creek.

Roadbed Construction, including Subballast and Seeding - These steps are expected to begin simultaneously:

- Work from NS toward Grove Branch Creek.
- Work from UPRR toward Grove Branch Creek.

Structures Construction

Track Placement

- Construct UPRR mainline turnout, construct NS mainline turnout then begin at NS turnout and work toward Grove Branch Creek.
- Construct track from UPRR mainline toward Grove Branch Creek.

Signaling and Grade Crossings

Q7. What is the minimum, maximum, and typical ROW width for Route A? For Route B?

Response: For both routes, the minimum ROW is 90 feet, while the maximum ROW is 300 feet. Ameren anticipates that typically, the ROW would be 100 feet.

Q8. Indicate the number of acres required for Route A and any associated activities such as haul roads, staging areas, etc. How much of that is already owned by Ameren and how much remains to be acquired? From how many landowners? Give the same information for Route B.

Response: The number of acres required for Route A is approximately 178 acres, while the number required for Route B is approximately 53 acres. This does not include haul roads or staging areas, as these have not yet been determined. CWRC has agreements with landowners for approximately 50% of the land to be obtained for Route A. There are 25 landowners who own property along Route A, 15 of whom are involved in the agreements stated above. For Route B, CWRC has agreements with landowners for approximately 35% of the land to be obtained. There are 9 landowners who own property along Route B, 4 of whom are involved in the agreements stated above. CWRC continues discussions with other landowners.

Q9. Is any of the land required for Route A currently in public ownership? If so, indicate the owner and number of acres involved? Give the same information for Route B.

Response: No land currently within the proposed right-of-way for Route A or Route B is in public ownership.

Q10. Please refer to the April 1, 2004, letter from the NRCS State Conservationist to Ms. Victoria Rutson of the STB requesting information necessary for the NRCS to complete an analysis of important farmland conversion. Forward the requested information to the NRCS with a copy to Dawkins Environmental and to Dave Navecky at the STB.
Response: A copy of the letter and materials sent to NRCS on July 22, 2004 have already been provided. These materials included a project summary, the total acres to be converted for each route, a detailed soil mapping unit sheet, and a map indicating the nearest towns and cities.

Q11. Give the design specifications for both Routes A and B:
Response: The answers given apply to both Routes A and B unless otherwise indicated.

a. weight of rail
Response: The weight of rail is at least 115 pounds and may be as much as 141 pounds

b. maximum curvature of track
Response: 6 ° 30'

c. maximum grade
Response: UPRR prefers a 0.8% maximum grade for lines connecting to the UPRR; however, the maximum grade may vary from this level based on further construction cost estimates

d. length of ties
Response: 9 feet

e. grade of ties
Response: AREMA 7 inch grade crossties

f. number of ties per mile
Response: 3,250 ties per mile

g. turnout track size
Response:
Route A: UPRR #20 = 244 feet; BNSF #20 = 227 feet; AREMA #15 = 182 feet
Route B: AREMA #20 = 227 feet and UPPR #20 = 244 feet

h. top ballast depth
Response: 12 inches below tie

i. sub-ballast depth
Response: 12 inches

j. subgrade width
Response: 32 feet without road; 43 feet with road

k. minimum depth of drainage ditches and distance from center line
Response: minimum depth = 2 feet; minimum bottom = 5 feet; minimum center line ditch to center line track = 22.5 feet

l. slope of cuts and fills
Response: 2:1

m. depth of maximum cut
Response: Route A: ±30 feet; Route B: ±48 feet

n. height of maximum fill
Response: Route A: ±45 feet; Route B: ±55 feet

Q12. Give the name of all roads and rail lines to be crossed by Route A. Give the station number on Route A where each crossing would occur. Indicate the proposed crossing method and protection. If a grade separation is proposed, describe and provide a diagram of the crossing structure. For roads, indicate if public or private. Show the public road crossings by name on a map. For public roads to be crossed at grade, give average daily traffic (ADT) figures if such figures are available. Give the same information for Route B.
Response: Please find attached Exhibit E, a chart listing each road crossed, the station number, type of crossing method/safety device, and average daily traffic ("ADT") volumes for each route. The public roads are also shown on Exhibit D, referenced in response to Question No. 3.

The proposed alignment, Route A, would cross 11 public and 3 private roadways. Route A will also cross the NS. The ADT volumes are shown on the attached Exhibit E. CWRC is consulting with the Illinois Commerce Commission ("ICC") regarding the appropriate crossing protection. At this time, it is expected that the crossing protection at Hwy 127 will be flashers and gates. Laughlin Lane and CR 300 are expected to be grade separated because of construction elevation issues. CWRC will also consult with the Illinois Department of Transportation, Montgomery and Bond County Road Commissioners, and the various Township Road Commissioners as necessary regarding road crossings.

The Route B alignment would cross 1 private and 4 public roadways and would be used in conjunction with the existing NS track which has a total of 13 grade crossings, 10 public and 3 private. The existing NS crossings consist of two private crossings with no crossing protection, two public crossings with flasher lights, one public crossing with flasher lights and gates, and all others have cross buck signs.

CWRC will provide supplemental information as necessary.

Q13. Describe the measures which would be taken to prevent rail operations over Route A from interfering with NS operations over its line to be crossed.
Response: The Coffeen Power Plant is the only shipper that is served via the NS line that will be crossed. It has been years since any other traffic has moved over this NS line. The NS line is an island track that NS can only access from one direction and via trackage rights over the BNSF. Since no other shipper or traffic will be impacted by the proposed rail operations over

Route A, CWRC asserts that there will be negligible interference to NS operations over its line that will be crossed. Furthermore, CWRC can coordinate as needed with NS for coal deliveries to Coffeen if both Route A and NS's existing line will be used at the same time.

Q14. Indicate utilities (such as pipelines or power lines) to be crossed by Route A or associated facilities, the type of utility to be crossed, station number of crossing, and what sort of modification (if any) would be needed due to the proposed crossing. Would other utilities near to but not actually crossed by Route A need to be modified as a result of the proposed construction? Give the same information for Route B.
Response: This information will be provided in a supplemental response. CWRC is working with the utilities along the routes.

Q14a. Identify all public and private water supply wells within the Route A ROW and describe any modification (if any) needed due to the proposed rail construction. Give the same information for Route B.
Response: There are no public water supply wells within the ROW of either Route A or B. CWRC is still obtaining information regarding private water supply wells in the project area. Additional information will be provided in a supplemental response.

Q15. List all drainageway crossings to be made within the Route A ROW either by the new rail line itself or by roads to be constructed within the ROW. List the drainageway to be crossed by name, if known, and station # of the crossing. Are the drainageways perennial or intermittent? Indicate how the crossings would be made. If a bridge or culvert is to be used, briefly describe the structure and the steps involved in constructing it. Provide a diagram of the proposed crossing structure. Indicate if the crossing structures would be designed to pass 100-year flood events. Give the same information for Route B.
Response: There are four perennial streams to be crossed for Route A. They are Coffeen Lake, Bearcat Creek, Shoal Creek and Lake Fork Creek. There is one perennial stream to be crossed for Route B: Grove Branch. All of the perennial streams for Route A will be crossed by bridge structures. Grove Branch will be crossed with a culvert. Additional information will be provided in a supplemental response.

Q15a. For each drainageway crossing to be made within the Route A ROW either by the new rail line itself or by roads to be constructed within the ROW, indicate, if available, the water body's designated use and compliance with State Water Quality Standards. Give the same information for Route B.
Response: According to the draft 2004 Illinois 303(d) listing, the following designated uses were listed: Coffeen Lake – Overall Use (P); Aquatic Life (F); Fish Consumption (F) Primary Contact (swimming) (P); Secondary Contact (recreation) (P); Public Water Supply (X). For Shoal Creek: Aquatic Life (F); Primary Contact (swimming) (P); Public Water Supply (P). The abbreviations used for these designated uses include: F – Fully Supporting; P – Partial Supporting; and X – Not Designated. Grove Branch, Lake Fork, and Bearcat Creek are non-listed streams; however Shoal Creek is the receiving stream for these other streams. Additional information will be provided in a supplemental response.

Q16. Specify locations and acres of ROW and construction activity that would occur within the 100-year floodplain.
Response: This information will be provided in a supplemental response.

Q17. List all wetland sites to be affected by construction of Route A itself, by construction of any roads within the rail ROW, and by ancillary activities such as borrow/spoil sites, access roads, staging areas, etc. Indicate the wetland acreage to be affected at each site and whether the effect is the result of filling or excavation. Also, at each wetland site, break down the total affected wetland acreage by wetland type (e.g., forested, palustrine emergent, scrub-shrub, open water, etc.) and indicate the wetland values and functions of the affected acreage. If detailed plan views of the affected wetlands are prepared in conjunction with US Army Corps of Engineers or other agency permitting, provide a copy of those plans. Also, show the approximate location of affected wetland areas on a 1": 2000' topo. Describe any proposed wetland mitigation. Give the same information for Route B.
Response: CWRC's wetlands contractor has completed all fieldwork and is finalizing the wetlands report, which will be submitted to the Army Corp of Engineers, Illinois Department of Natural Resources and the Illinois Environmental Protection Agency as part of the joint application for Section 404 and 401 permits. This information will be provided in a supplemental response.

Q18. For each drainageway to be crossed by Route A, indicate, if known, the drainageway's drainage area, average width, median and minimum flow, and where it drains to. Give the same information for Route B.
Response: This information will be provided in a supplemental response.

Q19. Briefly describe any in-stream activities involved in the drainageway/wetland crossings for both Routes A and B.
Response: At this time, CWRC anticipates two possible scenarios with regard to in-stream activities involved in the drainage crossings. If the crossing is accomplished with a bridge, the only in-stream activity is erosion control. The bridge structures will be designed to clear span the main creek channel between the banks so that no in-stream activity occurs. The erosion control for bridge structures is anticipated to be limited to placement of stone rip-rap. If crossing with a culvert, then the properly sized culvert will be built in the stream channel location under the embankment, and an embankment fill will be placed around the culvert and in the remaining stream section up to the track support elevation. Additional information will be provided with respect to wetland crossings.

Q20. Describe steps to be taken to minimize erosion from all disturbed areas both during and after construction, with particular emphasis on steps to be taken in drainageway and wetland areas. Include a statement regarding plans for revegetation of exposed soil following completion of construction. Specify whether Ameren intends to use native species for revegetation efforts.
Response: CWRC or its contractor will use best management practices to reduce erosion and sedimentation that could occur as a result of construction. If necessary, CWRC will use seeding fiber mats, straw mulch, plastic lined slope drains, and silt dikes. In addition, CWRC will reseed

areas as soon as practicable to prevent erosion. The contractor selected by CWRC will be instructed to use native species where practicable for revegetation.

Q21. Discuss best management practices to be used during construction, including: storing and fueling of construction equipment; prevention and/or control of spills from fuels, lubricants or other pollutants; and bridge maintenance plans.
Response: CWRC will ensure that its selected contractor undertakes best management practices during construction, including development of a spill prevention plan prior to construction, and measures to be taken in case any spills occur. CWRC, through its contractor, will also consider methods of containing, recovering, and cleaning up spilled materials. In addition, CWRC will develop a bridge maintenance plan in compliance with FRA regulations.

Q22. Describe the steps which would be taken to maintain surface drainage patterns on land adjacent to Routes A and B.
Response: The existing drainage paths will be maintained to the extent practicable with either culverts or bridges through the embankment. Smaller drainage ways may be redirected along the toe of the embankment to an adjacent culvert or bridge location.

Q23. To your knowledge, along either route would you be cutting into any aquifers or placing fill over any exposed recharge areas?
Response: After consultation with the Illinois EPA Groundwater Section, CWRC understands that there are no community water supply recharge areas in the project area. A security clearance with IEPA is being sought to obtain information on locations of recharge for the non-public wells to ascertain if private aquifers/recharge areas are in the project area. Additional information will be provided in a supplemental response.

Q24. Who would provide ROW and track maintenance? How often would inspections occur? What items are looked for during inspections? Describe the aspects of maintenance procedures designed to detect the potential for derailment. Describe vegetation control procedures: the size of the area to be covered, the equipment to be used, and frequency. If herbicides are to be applied, would they be in pellet or liquid form? How would they be applied? If liquid is to be sprayed, what measures would be implemented to mitigate potential blowing of the spray into adjacent drainageways on windy days? Would herbicides used be approved by USEPA for aquatic vegetation management? Indicate steps to be taken to prevent/minimize herbicide runoff into drainageways and wetlands.
Response: CWRC will select a contractor who will perform all maintenance and inspections in compliance with FRA standards. CWRC will take necessary measures to ensure that appropriate vegetation control is followed and herbicides applied are approved by the U.S. Environmental Protection Agency. In addition, CWRC will ensure that the herbicide spraying company is licensed. CWRC currently expects spraying to be done twice a year. In order to prevent the potential disbursement of sprayed substances to adjacent drainageways and wetlands, spraying will not be undertaken on days with high winds. On marginally windy days, an additive may be used to minimize any potential impact.

Q25. What measures would be taken to ensure that no landowners incur loss of access to property severed by either rail route. Indicate where private crossings or other mitigative measures would be utilized to provide farmers and other landowners with access for their farm machinery, other equipment and livestock.
Response: CWRC is working with private landowners to minimize severing of property. Where appropriate, CWRC will work with farmers on any drainage issues which may arise.

Q26. Indicate the location and nature of any proposed fencing or retaining walls along Routes A and B. Who would be responsible for maintaining it?
Response: At this time, CWRC does not expect to use retaining walls nor fencing associated with the construction.

Q27. Provide a survey of terrestrial and aquatic plant and animal communities present or expected to be present along and within both Routes A and B. Include in this survey an assessment of expected impacts of proposed rail construction activities on those communities, including conversion of habitat to rail use. In the survey an assessment of expected impacts of proposed rail operations on critical animal behavior. Also include an assessment of ROW maintenance procedure impacts on plant and animal communities.
Response: This information will be provided in a supplemental response.

Q28. Indicate the number and nature of any structures located within Route A or on property needed for ancillary activities. Give the same information for Route B.
Response: CWRC is not anticipating needing any structures for ancillary activities at this time.

Q29. Give the distance of the nearest residence to the Route A ROW. How many residences are located within 500 feet of the Route A ROW? How many residences would be relocated by Route A? Give the same information for Route B.
Response: There are seven houses within 500 feet of the Route A ROW. There is one house within 500 feet of the Route B ROW. Please see the aerial photo attached as Exhibit F showing the location of these homes along the route. Additional information on potential relocations will be provided in a supplemental response.

Q30. What steps would be taken to minimize fugitive dust during construction?
Response: CWRC, through its construction contractor, will use appropriate measures to control fugitive dust emissions. This may include spraying water, applying a magnesium chloride treatment, placing tarp covers on vehicles, and installing wind barriers, if necessary.

Q31. Are you aware of any hazardous waste sites or sites where there have been releases of hazardous materials within Routes A or B? If so, identify the location of the site(s), the types of hazardous materials involved, and the nature and extent of any plans for removal of the material. Please see the Illinois DOT letter to Dawkins Environmental Consulting dated April 1, 2004, specifically the attachment from the Illinois State Geological Survey listing certain hazardous waste/material sites in the area. Please locate the Route A and Route B sites on a map.
Response: We have reviewed the listing of certain hazardous waste/material sites in the Illinois DOT letter and have concluded thus far that only the existing utilities are within the ROW

needed for Route A or B. Additional information and map will be provided in a supplemental response.

Q32. Indicate plans for disposition of vegetation cleared from the ROW and of other debris generated during construction.
Response: CWRC anticipates that the selected contractor will obtain the necessary burning permits to dispose of vegetation and other debris cleared from the ROW.

Q33. For both Routes A and B indicate the number of months construction is expected to take and the month(s) in which each major activity (clearing/grubbing, excavation and fill, bridge construction, track laying) would occur.
Response: We would expect construction to begin on February 1, 2005 or as soon as construction authority is obtained, and to be completed by December 31, 2005.
For Route A:

Clearing and Preparation of ROW: Begin in Month 1 - February through March
Construction of Roadbed: Begin in Month 1 - February through June
Bridge and Structure Construction: Begin in Month 1 - February through September
Placement of Tracks: Begin in Month 2 - March through December
Begin Operation: Begin in Month 12

For Route B:

Clearing and Preparation of ROW: Begin in Month 1 - February through March
Construction of Roadbed: Begin in Month 1 - February through June
Structure Construction: Begin in Month 1 - February through May
Track Construction: Begin in Month 2 - March through December
Begin Operation: Begin in Month 12

Q34. For both routes, indicate the approximate number of people to be employed in the construction stage, approximate average salary, and length of time to be employed.
Response: CWRC intends to hire a contractor who will assess the number of people needed for the construction project, the average salary and the length of employment.

Q35. Indicate if any material other than coal is currently expected to be shipped over Routes A or B. Indicate any awareness of other potential users of rail service over either route in the future.
Response: At this time, CWRC anticipates coal as the primary material shipped over either Routes A or B. It is possible that the following materials may be shipped over the line at a later date: slag (bottom ash), flyash, turbine parts, transformers, or limestone. CWRC is not aware at this time of any other potential users of rail service over either route.

Q36. Give the number of expected annual coal train trips over the proposed rail line, both loaded and empty, at startup and in the foreseeable future.
Response: The expected annual coal trips over the proposed line are approximately 300 loaded and an equal number of empty trains ratable throughout the year. CWRC does not anticipate a significant increase in annual coal trips in the foreseeable future.

Q37. How much coal currently comes to the power plant, where from and what is its rail routing? If Route A or B is built, how might the location of the coal source and the characteristics of the coal change?
Response: Currently, the Coffeen Plant receives about 2.5 million tons per year from Exxon's Monterey Mine located near Carlinville, Illinois. In addition, the plant receives about 400,000 tons per year from the Powder River Basin ("PRB") in Wyoming. The Exxon coal is NS direct and PRB coal is currently UP to East St. Louis to the NS. The purpose of this project is to provide fuel flexibility with more and lower cost options for fuel, increase plant reliability and ultimately reduce the Coffeen Plant's total cost of operation. No significant change in fuel location, source, or characteristics is expected since the Coffeen Plant has burned both Illinois and PRB coal at various times. It is generally known that PRB coal is lower in Btu and lower in sulfur in comparison to Illinois coal.

Q38. Who would provide rail service over the proposed rail line?
Response: CWRC expects that it will enter into a trackage rights agreement with UP and/or the BNSF to provide rail service over the proposed line. CWRC would also consider giving NS trackage rights as may be warranted. CWRC will retain its residual common carrier obligation.

Q39. Give the expected number of locomotives, cars per train, and tonnage per car.
Response: CWRC expects there will be three locomotives, with 115 cars per train at approximately 116 tons per car.

Q40. Give the typical train length (in feet).
Response: The typical train length for a 115 car train would be 6,400 feet.

Q41. What would be normal operating train speed over the proposed line? What would be the expected train speed at road or rail at-grade crossings?
Response: The maximum operating train speed over the proposed line would be 45 mph. CWRC will supplement this response as necessary.

Q42. Indicate, if known, the days of the week and approximate time of day of train operations, both loaded and empty, over the proposed line.
Response: The Coffeen Plant burns coal 24 hours a day, 365 days a year. Therefore, CWRC anticipates that trains could operate any day of the week at various times throughout the day. However, based on current expected coal movement, there would not be less than one train a day averaged over the year.

Q43. Identify any hazardous materials expected to be shipped over the proposed rail line. Give a brief statement of policy regarding provisions for shipping such materials and for emergency response involving such materials.
Response: It is not foreseeable that any hazardous materials will be shipped over the proposed rail line.

Q44. List all permits required for construction of and operation over Route A or B and the proposed Route A NS crossing, to whom and when the applications would be submitted, and expected date of permit grant. Describe any conditions expected to be attached to those permits.
Response: CWRC will be filing a Joint Application to the Army Corp of Engineers, the Illinois Department of Natural Resources ("IDNR"), and the Illinois EPA to obtain Section 404 and Section 401 permits. CWRC expects to submit this application within 30 days. At this time, the expected grant date and associated mitigation conditions are unknown.

CWRC will obtain a Section 402 storm permit from IDNR. At this time, CWRC expects to obtain this permit after construction authority is obtained.

As discussed in Question 12, the proposed routes will cross certain roads in Montgomery and/or Bond County. CWRC is coordinating with the ICC to determine the most appropriate crossing protection.

Finally, for Route A, CWRC will need to cross the NS. At this time, CWRC does not anticipate needing a formal permit to cross this line, and instead, CWRC hopes to reach a voluntary agreement with NS. However, if it becomes necessary, CWRC will file for crossing authority at the STB under 49 U.S.C. § 10901(d).

Additional information will be supplemented as necessary.

Q45. Describe any impact mitigation which you are currently proposing, to the extent it has not already been dealt with in the above items.
Response: This information will be provided in a supplemental response.

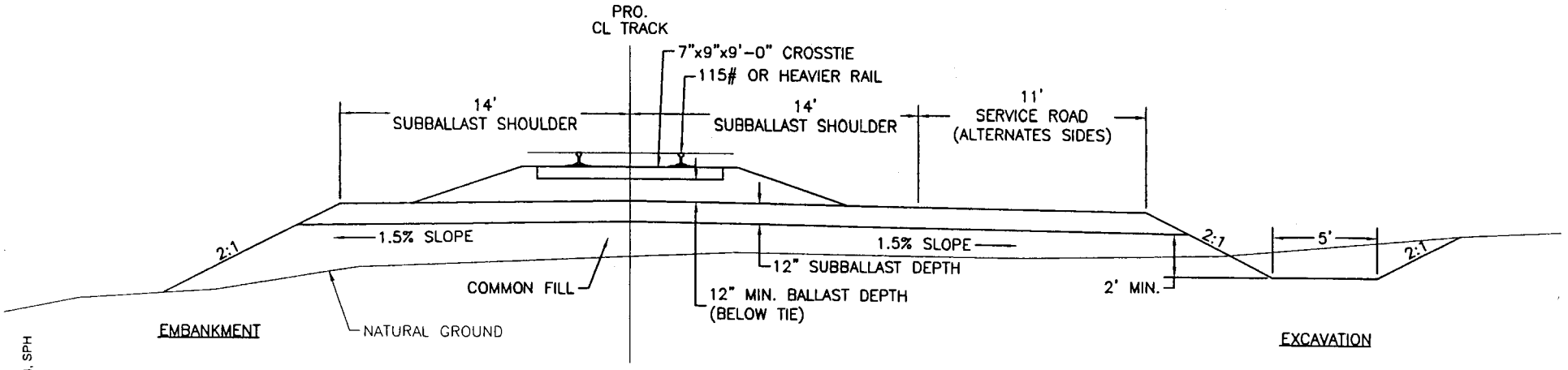
Q46. Indicate any other proceedings or agreements which must be undertaken in order to effect construction and operation of Route A or B.
Response: Currently, CWRC is working with Illinois Power ("IP") and other utilities in the project area to reach any necessary agreements for the crossing of utilities. If eminent domain becomes necessary for any property needed, an appropriate proceeding will be initiated. As stated above, Ameren is diligently working on voluntary agreements with landowners, as necessary. CWRC may also enter into a trackage rights agreement, which may be filed at the STB by the appropriate carrier.

Q47. Identify any non-rail alternatives considered (such as trackage rights, truck, barge, conveyor, etc). Indicate why these alternatives were eliminated. Provide any information you can as to the cost, environmental impacts, etc. which made these alternatives less desirable than rail construction.
Response: Prior to initiating the proceeding, Ameren looked at all possible alternatives to reach the purpose and need for this project: to provide fuel flexibility with more and lower cost options for fuel, to increase plant reliability and to ultimately reduce the Coffeen Plant's total cost of operation. Barging of coal is not an option because the Coffeen Plant is not located on a navigable waterway. Similarly, an overland conveyor is not an option because there are no

active coal mines located in close proximity to the plant. The nearest coal mine, Exxon Monterey #1, is approximately 30 miles away.

Trucking was considered. In fact, coal has been trucked at times to the Coffeen Plant. While trucking coal has been accomplished on a limited basis, attempting to truck the amount of coal needed to keep the Coffeen Plant running would significantly impact the communities and roads in the vicinity. Trucking three million tons of coal per year would mean that 329 trucks per day, every day of the year, would have to drive into the plant, unload and drive out. This alternative is not practicable and trucking coal would not be as environmentally efficient as moving the coal with trains. Furthermore, the amount of coal needed now and in the future cannot be economically trucked due to the distances of available coal resources.

One of the first alternatives considered by Ameren was to approach the current rail service provider about obtaining the use of their existing track by either purchase or trackage rights. The current rail service provider declined the offer. Ameren will continue to attempt to negotiate such an arrangement and if successful, Route B could be constructed to accomplish the purpose and need for this project. If not, the construction of Route A will be necessary.



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TYPICAL DESIGN SECTION
PROPOSED BUILD-OUT ROUTES A & B
COFFEEN POWER PLANT
COFFEEN, ILLINOIS
NOT TO SCALE 7/28/04

COFFEEN & WESTERN RAILWAY
PROPOSED ROAD-RAIL CROSSINGS

ROUTE A

Road	Type	Station Number	Crossing Method	Safety Device	ADT
Brackett	Private	ECS 67+00	At Grade	Crossbucks	N/A
CR 400 - N. 4th Ave.	Public	ECS 115+37	At Grade	Crossbucks	150
CR 1375 - Arrow Trail	Public	ECS 130+74	At Grade	Crossbucks	25
CR 1275 - Buckeye Trail	Public	ECS 187+36	At Grade	Crossbucks	75
Ill Rte 127, CR 1125	Public	ECS 257+47	At Grade	Flashers/Gates	2500
CR 1025[1] -Pheasant Trail	Public	ECS 334+96	At Grade	Crossbucks	N/A
CR 900	Public	ECS 366+88	At Grade	Crossbucks	<175*
Laughlin Lane	Private	ECS 401+65	Grade Separated	N/A	N/A
CR 650/10 – Long Bridge Trail	Public	ECS 525+32	At Grade	Crossbucks	<500*
CR 350 – Loew Ave	Public	ECS 529+75 BN**	At Grade	Crossbucks	450
CR 625 Old Brushy Road	Public	ECS 541+46 BN**	At Grade	Crossbucks	325
CR 300 - N. 3rd Ave.	Public	ECS 575+25 BN**	Grade Separated	N/A	100
K. Weiss	Private	ECS 581+25 BN**	At Grade	Crossbucks	N/A
CR 425 - Elm Trail	Public	ECS 509+82 UP**	At Grade	Crossbucks	<500*

ROUTE B

Road	Type	Station Number	Crossing Method	Safety Device	ADT
Volentine	Private	ECS 29+70	At Grade	Crossbucks	N/A
CR 9 - Panama Ave.	Public	ECS 33+15	At Grade	Crossbucks	550
CR 625 - Old Brushy Road	Public	ECS 61+09	At Grade	Crossbucks	275
CR 575 - Singer Trail Road	Public	ECS 117+00	At Grade[2]	Crossbucks	<75*
CR 300 - N. 3rd Ave.	Public	ECS 199+46	At Grade	Crossbucks	100
Existing NS line (13)	10 Public	3 Private	At Grade	Various	

* ADT volumes are not published for these roads. Instead, the number shown reflects the highest ADT volume of surrounding roads.

** The "BN" or "UP" designation next to certain station numbers indicates whether the location is for the BN or UP connection portion of Route A as applicable.

[1] This is an unpaved road which is not passable without four-wheel drive. In inclement weather, this road may not be passable in any vehicle.

[2] There will be a realignment for this crossing.